

FLY ABOUT



**OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
POST OFFICE BOX 247 NORTHAM WA 6401**

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PO BOX 247 NORTHAM WA 6401

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From the President December 2009

Committee Meeting – the Club was recently inspected by Liquor and Gaming re our bar licence and came through with flying colours. Thanks to Matt for getting it all ship shape.

Thank you also to everyone who attended the Busy Bee that was recently arranged. The ceiling in the briefing room has now been replaced and looks great.

From an Airside perspective, mowing of the strip will once again be carried out shortly. We're also talking to the Shire re some more steel rods to secure the new cones and gable markers.

Nigel led a discussion at the meeting around possibly securing some playground equipment for the Club. This is a great idea and I know my 3 would certainly appreciate it! We just need to do some further investigation around insurance etc. before proceeding.

Nigel has also been hard at work on the snippet video which will be posted on the Club website, (including footage of the Club, field comp. Days etc.)

Final prices for cross-hire of Jandakot Flight Centre's aircraft by NAC members has been arranged as follows –

Cessna 150 - \$164 per hour

Cessna 172 - \$198 per hour

Cessna 172RG - \$220 per hour

All booking enquiries to our Matt Bignell please. These prices include fuel (i.e. wet-hire). The insurance excess on the three above-mentioned aircraft will be \$1000 (to be paid by the hirer in the event of an accident/claim). The excess on JFC's King Air is \$30000 for anyone wanting to move along at 280+ knots!!

NAC's club aircraft (PGL) will continue to be the priority booked plane.

A quick note re refuelling Poppy – could hirers please ensure they leave around half-tanks at the conclusion of their flight? Filling the plane to the brim results in venting overboard, (which can be a fire hazard). Also, the next hirer may wish to take three passengers for a trip, and they will be prevented from doing so due to weight/balance restrictions if the tanks are full.

Having received many reports of the night circuit curfew (9pm) being broken, the Committee resolved that we contact ERSA to have the details included therein.

2010 – it's time to start thinking about what we want to achieve next year. I'd like to see us crank up some fly-outs, especially as we now have access to additional aircraft through JFC. The Club is in a strong financial position so it's probably time to reconsider options regarding purchase of an additional aircraft. I look forward to working with the Committee to improve our facilities and grow the Club.

XMAS Party – was a great success. Well done and thank you to everyone involved!

On behalf of the Committee, may you all enjoy a very Merry Christmas and Happy New Year!

Cheers,

Simon Cooper
Northam Aero Club
0429 202 597

Club Captain's Report December 2009

Sunday 13th December for our comp was **very hot and I mean hot**. It was sooo hot that Santa's Reindeers didn't leave the cool climate of the South Pole- Smart Fellas!

The wind was down runway 3 2 varying to a crosswind. The comp consisted of 2 circuits. The first a precision and the second we were informed that on downwind by ATC YNTM that we had to delay our landing. This involved a rate one orbit being 120 seconds. Our flying judge and traffic controller Kevin Lathbury timed to orbit and judged on maintaining 1500ft circuit height. Thanks to Kevin and his renewed acquaintance with the flying comp. Due to Kevin attending we had 3 new pilots able to fly, being Gren & Griff Putland and Shane Croft, making a total of seven pilots in all, which was our highest number this year. Once again questions were asked with Kevin giving us the information in the debrief. This was very timely as it keeps the pilots informed on the latest regulations.

The winners were once again a tie between Paul Pedretti and myself and second place being a tie between old man Putland, yes old man Putland and one of Kevin's ex student pilots Shane Croft. It was great to see so many people brave the heat, even though Father Christmas couldn't make it.

Thanks to Les & Nigel Posselt for the barbie and all the other helpers. Happy Flying with a friend and a Merry Christmas to all. Next comp January 10th 2010.

Cheers,

Errol

HOT AIR BALLOON REPORT

Our last Balloon get together, I must say was a bit of a shock to the system, having to get up at 3am to get things ready for the morning flight.

There were 4 commercial and 3 private balloons out and about for the flight, there was no objective for the pilots just a fun fly.

I had the pleasure of meeting Adrian and Chris Hodgson for the first time.

Adrian recently got his balloon pilot licence in Alice Springs, so next season we will be seeing a lot more of them up flying.

I must say I had an interesting landing, a tight squeeze between a dry swamp and a crop but managed to keep out of both. Plus no gate for the retrieve to open which made my mum happy.

We had another great turn out for breakfast, a big thanks to the organisers and the cooks.

That's all for now, see you in the air or at the bar.

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Northam Aero Club

HIRE RATES FOR C172 AIRCRAFT

As from the 1/12/2009

→ Dual Hire ----- \$240 hour

→ Private Hire ----- \$190 hour

→ TIFs ----- \$ 80 each

→ Instructor only

*Pilot provides own aircraft ---- \$80 hour

→ Landing Fees & AirServices Charges:

*Where applicable - These are to be paid
by the Pilot or Student Pilot

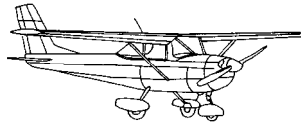
→ Hire of Life Jackets ---- \$10 per jacket



We know you will understand that the above increases are due to rising costs in fuel and the maintenance necessary to keep our aircraft in the good standard expected of the Northam Aero Club.

HAPPY NEW YEAR
FROM THE NORTHAM
AEROCLUB

**NAC welcomes new members:
Tonya Gentry, Sam Todhunter
& Stephen Knight**



**We hope you will enjoy the flying and social activities at the
Club**

NORTHAM AERO CLUB PILOTS CHALLENGE 2009/10

Entries on the proforma in Flyabout to Denis Beresford.
48 Burgyne St Northam 6401.
0408747182

RULES

1. Only one challenge can be claimed per flight
2. Must be completed between Club Presentation dinners.
Final claims to be in one week prior to dinner.
3. A proforma must be submitted to claim a challenge. Claims are based on an honor system but may be supported by a witness
4. Pilots may 'pick the brains' of experienced pilots during planning, but it is essentially a personal challenge.
5. Highest score wins, 'the judges decision is final'
6. A flight is defined as a take off to a landing, therefore a return leg may be considered to be another flight for challenge purposes.

- | | |
|---|--------|
| 1. Make a flight to Jandacott, with a full stop landing. | 10 pts |
| 2. Make a cross country flight, of two hours or more, non stop | 15 pts |
| 3. Climb to a minimum of 8500 ft and maintain for at least 1 hour | 10 pts |
| 4. Make a legal flight into Class C controlled airspace. | 15 pts |
| 5. Gain any new endorsement or rating | 20 pts |
| 6. Pass a right hand seat check flight with one of our instructors | 15 pts |
| 7. Make an outlanding at a safe unlicensed airstrip at least 100 nm from Northam. | 10 pts |
| 8. Fly coastal Lancelin to Rockingham | 15 pts |
| 9. Fly to Rottneest. Or do the return leg | 15 pts |

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CLUB PILOTS CHALLENGE CLAIM FORM

NAME	ARN
CHALLENGE	
DATE COMPLETED	
REMARKS	
I CERTIFY THIS CLAIM TO BE CORRECT	
	SIGNED
WITNESS (OPTIONAL)	
	SIGNED

Errol's Club Calendar 2009

	August	September	October	November	December
1	Bar - CROFTY			Bar - CLAUDE	
2	Bar - CROFTY				
3			Bar - STEVE		
4			Bar - STEVE		
5		Bar - NIGEL			Bar - STEVE
6		Bar - NIGEL			Bar - STEVE
7				Bar - SIMON	
8	Bar - LES			NAC COMP 9am Bar - SIMON	
9	Bar - LES				
10			Bar - LES		
11			Bar - LES		
12		Bar - SIMON			Bar - LES
13		NAC COMP 9am Bar - SIMON			Bar - LES
14		NAC Meeting 7pm		Bar - NIGEL	
15	Bar - SIMON			Bar - NIGEL	
16	Bar - SIMON			NAC Meeting 7pm	
17			Bar - MATT		
18			Bar - MATT		
19		Bar - CROFTY			Bar - MATT YPJT Competition
20		Bar - CROFTY			Bar - MATT
21				Montgolfier Day Bar - CROFTY	
22	Bar - JOY ROYAL'S 80th Wings Dinner			Bar - CROFTY	
23	Bar - JOY				
24			Bar - JOY		
25			Bar - JOY		CHRISTMAS DAY
26		YPJT Competition Bar - RYAN			CLOSED
27		Bar - RYAN			CLOSED
28				Bar - RYAN	
29	Bar - CLAUDE YPJT Competition			Bar - RYAN	
30	Bar - CLAUDE				
31			Bar - CLAUDE Nigel's Bash		

NEXT CLUB COMPETITION

10th January at 9am

NEXT CLUB MEETING

11th January at 7pm

BAR ROSTER

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

January		
2nd-3rd	-	CLOSED
9th-10th	-	Nigel
16th-17th	-	Joy
23rd-24th	-	Claude
30th-31st		Simon

Well! Sometimes one just has to do it!!!

**Please make arrangements to swap
with someone if you are not available
on your rostered day(s)**

FOR MORE INFORMATION
THE AERO CLUB CONTACTS ARE;

08 9622 3248

0429 202 597

PO BOX 247
NORTHAM WA 6401

DON'T YOU WISH YOU'D SAID THAT?

More *truisms* and *clichés* from cyberspace. Thanks to TONY REES' research.

There I was, fog was so thick I couldn't see the instruments. Only way I knew I was inverted was my flying medals were in my eyes. But I knew I was really in trouble when the tower called me and told me to climb and maintain field elevation.

The RF-4E Phantom – living proof that if you put enough engine on something . . . even a brick could fly.

Don't forget to keep the blue side up.

When you're sitting in the rubber raft looking up where your aeroplane used to be, it's too late to check the flight plan

A fool and his money are soon flying more aeroplane than he can handle.

Aviation has created many millionaires, primarily from the ranks of multi-millionaires.

Some pilots will make an emergency out of a bad magneto check. Others, upon losing a wing, will ask for a lower altitude.

What's the difference between a first officer and a duck? The duck can fly.

Definition of a complex aeroplane: landing a taildragger on pavement with a 20-knot quartering crosswind.

When a forecaster talks about yesterday's weather, he's a historian; when he talks about tomorrow's, he's reading tea leaves.

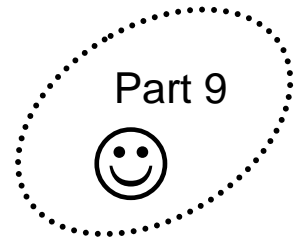
Flying the aeroplane is more important than radioing your plight to a person on the ground incapable of understanding it.

A thunderstorm is nature's way of saying "Up yours."

Learning a little about flying is like leading a tiger by the tail — the end does not justify his means.

In the aviation business, you can't something for nothing. But if you aren't careful, you'll get nothing for something.

The last thing every pilot does before leaving the aircraft after making a gear-up landing is to put the gear selection lever in the 'down' position.



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